

MOTOR RACING

and
Economy Car News

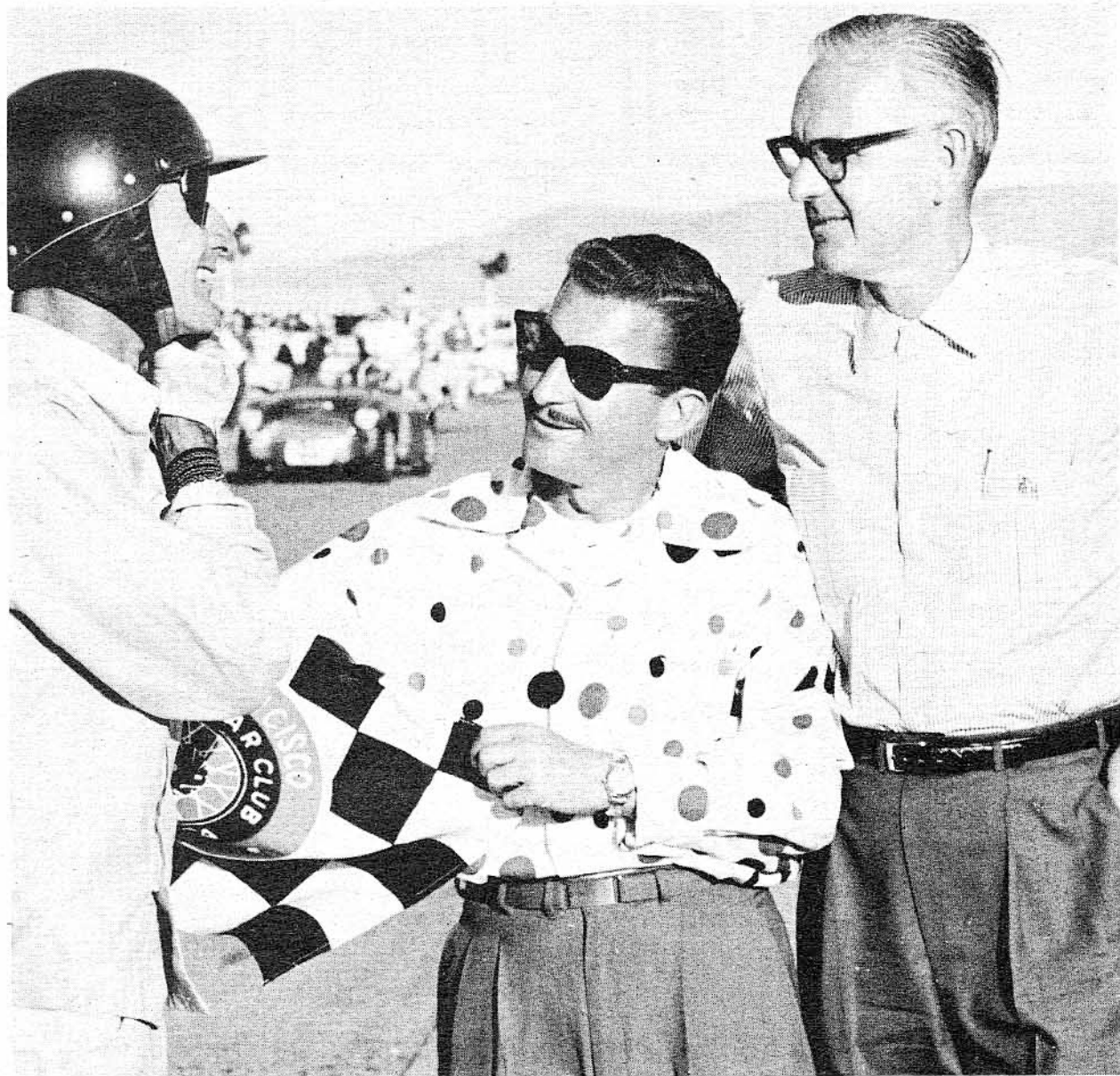
7th Year - No. 22 - Los Angeles, Calif.

Sept. 21 - 28, 1962

(Published bi-weekly except last issue of calendar year)

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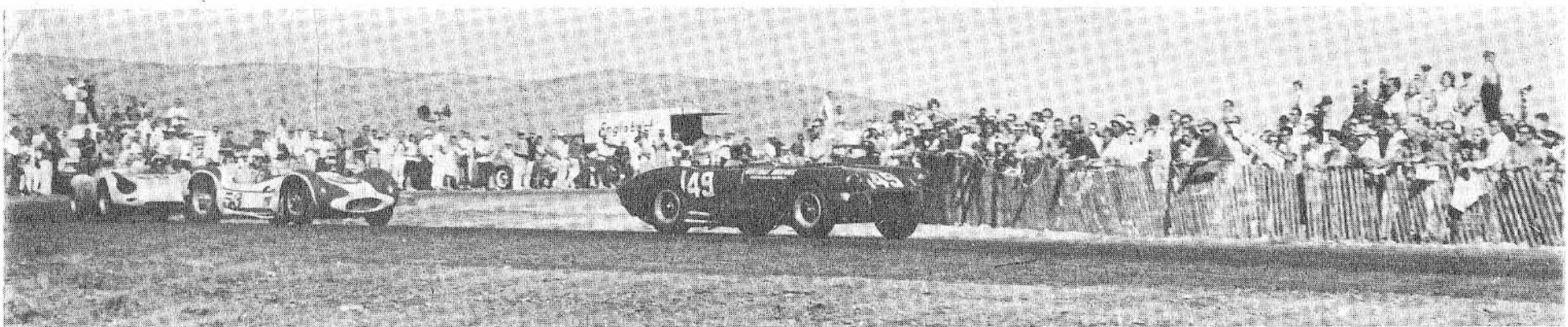
A Hurrah From Harrah For Ken Miles



MOTORACING photo by Gus V. Vignolle

KEN MILES is congratulated by Starter Don Seike, center, and Bill Harrah after winning the big production car event at the 2nd annual Reno sports car races at Stead Air Force

Base Sept. 23. Miles drove the Ferrari Berlinetta which Otto Zipper recently sold to Harrah, one of the leading car fanciers in the world, who underwrote the races.



BEFORE HE WAS A RENO DNF---MAC DONALD (CORVETTE SPL.) LEADS KRAUSE (BIRDCAGE MASER) AND WESTER (PORSCH RSK) Photo by Flavio St. Germain

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Photo by Manuel Orumba

SHAKE---Congrats were in order for Bill Krause after winning his 5th straight Sunday feature at Reno in the Birdcage Maserati. He averaged 81.9mph for the 40min. feature over the 3.1mi. airport course.

Graham Hill Wins Italy G.P. In BRM, Nears 1962 World Driving Title; Ginther 2nd

By LUDWIG FRIEDMAN
Special to MOTORACING

MONZA, Italy, Sept. 16---Handsome, mustached Graham Hill, 33-year-old Briton, today won his third Grand Prix of the season---the Italian F1 championship race---and the BRM No. 1 driver virtually became the 1962 world's driving kingpin.

He has 36 points---with the Grands Prix of US and So. Africa to go---and the only one who has an isolated, outside chance of nipping him is Scot Jim Clark, the Lotus pilot.

It was a great day for the erstwhile luckless British Racing Motors, for Richie Ginther, Granada Hills, Calif., the other BRM driver, was second, a half minute behind, and the Bourne auto concern practically clinched the F1 manufacturers' championship with 41 points (Cooper and Lotus are tied at 27 each).

Third went to Bruce McLaren of New Zealand, Cooper. The Ferraris of Willy Mairesse of Belgium, and Giancarlo Baghetti of Italy took 4th and 5th, respectively, and Joakim Bonnier

of Sweden was 6th in a Porsche.

Nine of the 21 starting cars failed to finish the 86-lap, 307mi. race, longest Grand Prix of the season.

Hill averaged 122.84mph over the 3.7mi. road course. His time was 2h29m8.04s.

This average compared with 129mph when Phil Hill, the 1961 champion, won for Ferrari. He also won in 1960 at 132.07mph. But in those years the banked speed oval was used in conjunction with the road course. Today, only the road course was used. Phil Hill was 11th.

Graham Hill took the lead at the start and held it all the way through. Clark, tabbed as the biggest threat to Hill, had engine trouble as early as the 2nd lap, when he pitted; he was out of the race on lap 18.

Hill pulled away from Ginther, who was trailed closely by John Surtees, the former motorcycle ace, driving a Lola. But the latter retired shortly after the halfway mark.

Then, bunched together, came Dan Gurney, Costa Mesa, Calif., and Joakim Bonnier of Sweden, in Porsches; McLaren, Cooper; Tony Maggs of So. Africa, Cooper, and Mairesse and Baghetti, in the erstwhile championship Ferraris.

Gurney kept gaining and looked like a third-place finisher, but with 18 laps to go, he was forced out with mechanical woes.

It was drizzling at the end of the race, and a gloom was reflected in the massive Italian crowd, which had cheered lustily the two previous years for the blood-red Ferraris driven by Phil Hill.



MOTORACING photo by Gus V. Vignolle

IN FIRST out under new owner Bill Harrah, the Ferrari Berlinetta gets the checkered flag as Ken Miles drives to victory in Reno big production car race. He averaged 78.6mph, weather at mile-high Stead Air Force Base.

5th in Row for Krause At Reno; Miles Scores

(Other Photos---Front Cover & Page 5)

By GUS V. VIGNOLLE
Editor of MOTORACING

RENO, Nev., Sept. 23---A winning streak of Sunday features that started with Oakland, two at Pomona and Santa Barbara, reached No. 5 here today for Bill Krause under sunny skies and invigorating weather at mile-high Stead Air Force Base.

After the field sorted itself out, there was no catching the Long Beach flyer, who won the 40min. main event (18 laps around an 8-turn, 3.1mi. course) by 46s. over Don Wester of Monterey, in a Porsche RSK, at an average speed of 81.9mph.

The other big winner today was Ken Miles, driving the Ferrari Berlinetta which Otto Zipper sold to Bill Harrah, the gaming titan who underwrote the races, sponsored by the Reno Lions Club Charities and sanctioned by SF SCCA for Pacific Coast Championship Points.

Miles won Harrah's first race after whacking a haybale yesterday. He still took the qualifier, but nevertheless this was an unusual happenstance for him.

Almost as important, news-wise, as the wins of Krause and Miles was the tough luck of Dave MacDonald, the jockey-like pilot from El Monte, who was a DNF in both the big modified and production car races.

But he was a terror and figured strongly in both before one car gave out on him and the black flag knocked him out when he was

Continued on page 5

Canada GP To Gregory

By EVE WHITE
Special to MOTORACING

MOSPORT, Ont., Canada, Sept. 22 --- Despite rainy weather, 20,000 paid spectators attended the British Empire Motor Club's FIA Intl. meet here today.

Stirling Moss, the honorary starter, dropped the flag at 2 p.m., and right at that moment, Masten Gregory (Lotus 19), who had been started at the back of the grid through failure to qualify on

Continued on page 6



- The Word Spreads
- Notes on Pabst
- G. Hill Champ?

WHAT THEY'RE TALKING ABOUT---

Right after the unhealthy roust of photographers at the recent Cal Club's Santa Barbara races, the following appeared in JACK O'BRIAN'S column, which ran in the NY JOURNAL-AMERICAN and is also syndicated in other newspapers throughout the country:

"IT CAN HAPPEN HERE, ITEM: NBC NEWS cameraman JERRY SIMS was roughed up and his film of an auto race accident at Santa Barbara, Calif., in which one driver died; a track official

Continued on page 3

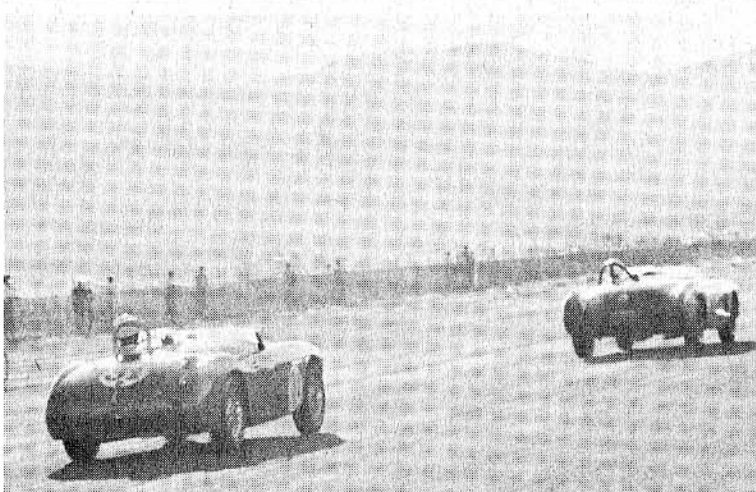


Photo by Jules Delancey

HEADING INTO the sun setting behind the mountains in Reno, Ronnie Bucknum (31) powers the Chic Vandagriff Hollywood Sport Cars Austin-Healey to a Class D win and 7th overall in the A-D production car race. It marked the 22nd class or overall win out of 23 races, including 15 championship events.

Letters to MotoRacing

NEWS OF HILL BOOK

This week I mailed in the corrected galleys on PHIL HILL: YANKEE CHAMPION, the biography I wrote on Phil for G.P. Putnam's Sons. They'll publish it sometime in November. The final copy came to almost 80,000 words, so it's the FULL story, with over 150 of Phil's races covered in the text.

His "championship year," 1961, is dealt with in detail, and I think I've managed (with Phil's help) to include some startling new material. They have high hopes for the book at Putnam's, and didn't ask for a single cut! I picked through hundreds of Phil's photos to get the 32 shots they'll use in the book, and most of them will be new, even to Hill fans. Phil looked over the carbon in Italy -- and I quote from his letter in part: "Your research was fantastic! I had forgotten an awful lot of the things you have mentioned." This one represents a sincere attempt, on my part, to give the racing fans the COMPLETE story of America's first World Champion. Phil has given me personal information which he assures me he has given to no other writer, and it is all in YANKEE CHAMPION. Wish me luck with this one, Gus!

WILLIAM F. NOLAN
Burbank, Calif.

P.S. The book will also contain a "Table of International Races" showing every first, second or third-place Phil has earned since 1954, listing all of his wins with Gendebien, Peter Collins, etc. All Formula 1 races are reflected here as well as sports car races.

WHAT FORM OF INSANITY?

You may be unaware that I, in the opinions of the most informed leaders in San Francisco (Yea, as in all No. Calif.) am considered

the ULTIMATE authority on, and spokesman for, drag racing on the public highways (DROPH).

Therefore, as you are my oldest friend and most ardent admirer and fiery supporter, I shall send you my as-yet-unrevealed views on the subject.

It is my fond wish that you and your multitude of liberal, highly advanced and literate readers are in accord with these views and will support me in my efforts to LEGALIZE DROPH (Drag Racing On Public Highways). And, of course, will contribute generously. The contributions are most important, as actually anything else I prefer to do alone with some help on policy matters from my associate Pancho Diaz McKendrick, sometimes called the Mayhem King of Marin County and the Slaughterboss of Sausalito.

I expect soon to open negotiations with a near-by redeemable loan store for the release of my dearly beloved portable Royal and shall begin work immediately.

Pancho Diaz McKenrick remains (as I do) an avid reader of your splendid publication, and he asked me to convey his very best wishes to you, your associates, your family, your readers Mayor Yorty, Steve McQueen, Wanda Hendricks, Dick Nixon, the late Jimmy Dean, Kim Novak and the entire cast and crew of "The Notorious Landlady" and his host of amigos in the Southland. He would like to know if Inglewood and Pico Rivera are still there?

JOE (BIG DADDY) MC FALL
San Francisco

DRIVERS NEED TRAINING

Well, old buddy, Jerry Titus summed it up real fine. It was perfectly timed at the right moment, but let's ask ourselves, "Are we

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ever going to get use of the Santa Barbara course again?

For the merchants' and our sake, I hope so, because I couldn't get a hotel to save my soul, and I finally wound up sleeping on a haybale that for some mysterious reason by morning, found its way out of the pits and on the start finish straight!!!

I think a chicane would be OK, except what's to keep 'em from ramming the damn thing at 150 mph?

Since I didn't have a ride that weekend, I strolled out to turn 2 to watch the festivities and generally to observe the driving. (Maybe I would learn something by watching.)

At least 30% of the drivers should be washed back to driver training, and that included a couple of the "known" drivers. Too many were disregarding turn 2 as just a quiet drive in the country. By Sunday evening, it was a little louder than a quiet drive.

I very seriously believe, having been a motor racing photographer myself AND WORKING FOR A LEGITIMATE NEWSPAPER, that the Cal Club should hold an open meeting where all the news photos could be invited. At this meeting, the club could discuss its views on photographing races and I think a mutual agreement between all parties could be reached so nobody would have to "OUT-BIG-STICK" the next guy. HOW ABOUT IT, SPORTS FANS!!

DICK HILL
Import Motor Parts Of
Santa Monica
Santa Monica, Calif.

A VOTE FOR RACE CHARTS

Please add my vote for charts to be included in summary of races!

Your analysis of the Santa Barbara races was justified and well drawn.

JOHN TYLER WHELAN
Los Angeles 24

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Studebaker's 1963 Lark Regal two-door offers motorist quality, comfort and economy, with the added feature of optional high performance. Four engines are available, including Skybolt Six OHV, 259 V8, 289 V8, and either the supercharged or non-supercharged Avanti Jet-Thrust engine. Caliper disc brakes are offered as an option.

Foreign Car Registrations

JANUARY thru JUNE 1962					
	Calif	\$	NORTH	\$	SOUTH
1. Volkswagen	11947	50.8	5380	57.1	6567
2. Renault	1454	6.2	307	3.3	1147
3. Volvo	1373	5.8	567	6.0	806
4. Triumph	1089	4.6	436	4.6	653
5. Austin Healey	1015	4.3	467	5.0	548
6. MG	923	3.9	406	4.3	517
7. Jaguar	711	3.0	259	2.8	452
8. Mercedes Benz	636	2.7	225	2.4	411
9. Fiat	601	2.6	169	1.8	432
10. Porsche	499	2.1	221	2.3	278
11. Sunbeam	429	1.8	121	1.3	308
12. Slane	379	1.6	55	1.6	324
13. Metropolitan	368	1.6	101	1.1	267
14. Hillman	323	1.4	79	1.8	244
15. Peugeot	302	1.3	99	1.1	203
16. Alfa Romeo	290	1.2	89	1.0	201
17. English Ford	143	1.6	57	1.6	86
18. Citroen	118	1.5	47	1.5	71
19. Austin	106	1.5	63	1.7	43
20. Lotus	105	1.4	23	1.2	82
21. Morris	87	1.4	56	1.6	31
22. Datsun	85	1.4	12	1.1	73
23. Borgward	47	1.2	23	1.2	24
24. Rover	45	1.2	14	1.1	31
25. DEX	41	1.2	7	1.1	34
26. Topopet	40	1.2	3	1.2	37
27. NSU	36	1.2	18	1.2	18
28. Daimler	34	1.1	20	1.2	14
29. Auto Union	33	1.1	3	1.1	30
30. Facel Vega	30	1.1	1	1.1	29
31. Vauxhall	26	1.1	9	1.1	17
32. Fagano	21	1.1	7	1.1	14
33. Prince	21	1.1	19	1.2	2
34. Rolls Royce	20	1.1	5	1.1	15
35. Aston Martin	16	1.1	12	1.1	4
36. Opel	15	1.1	7	1.1	8
37. Morgan	12	1.1	5	1.1	7
38. Hana	11	1.1	4	1.1	8
39. BMW	9	1.1	3	1.1	6
40. Lancheater	9	1.1	3	1.1	6
Miscellaneous (8 or less each)	67	1.3	13	1.1	54
TOTAL	23516		9415		14101

(Courtesy MOTOR REGISTRATION NEWS OF CALIF., Oakland 6, Calif.)

Economy Car News...

By LEE ADRIAN



ADD FREELOADS: Dedication and premier showing of Competition Motors Distrib. \$2 million administration and parts center in Culver City. Although JOHN VON NEUMANN wasn't starving when he started the VW set-up a few years ago in a two-car garage on Ventura Blvd., he is now a multimillionaire and has his own jet plane... You should see the IBM automation come up with VW parts...

We had a glimpse of the new Valiant, among other '63 Chrysler cars, at a fabulous showing on the sweeping lawns of the Ambassador Hotel---and a dinner that followed. BOB NORWOOD knows how to handle the press...

At the recent unveiling of the Triumph Sports Six convertible, MARTIN J. TUSTIN of England's Standard-Triumph Motor Co. predicted US imported car sales will settle down to 4% to 4 1/2 % of the total market ("This could mean between 345,000-350,000 cars.") He reminded the market had sagged from 6.6% to 4.9% this year, with Detroit forecasting a continued slump.

Tustin reminded that Triumph, sixth among the imports a year ago, has moved to third position.

The TR3 is going out of production, and a new sports car, the Spitfire, will be introduced at the end of the year, he disclosed...

A group of Renaults and Peugeots has been placed at the disposal of the public through MILNE BROS., Pasadena dealer. Qualified drivers are allowed to use them for 24 hours, free of all gas and insurance costs, according to Genl. Mgr. BOB FEUERHOLM.

Guess what MARGUERITE COOK, who used to conduct this pillar, is doing? She's VWing across the country to NY. She writes: "The Orange Bull Express buzzes sturdily along. Both sides of the roads are literally sparkling with tossed-out beer cans." The car was prepared for her by expert VASEK POLAK...

From BILL BROWN's interesting column in FOREIGN CAR GUIDE: "A small car driver in Japan had had three accidents, and each time he was drunk. The police gave him an ultimatum: quit drinking or quit driving. Without hesitation, he turned in his driver's license, and Japan has one more happy, if somewhat high, pedestrian... Average mileage for all passenger cars in this country is 14.28 miles per gallon... Motorists in Calif. use up more gas---6.3 billion gallons a year---than any other state---At the moment, there are about 2,300,000 imported cars driving on American roads and highways... Isuzu, the Japanese automaker, has started production of the first diesel-powered passenger car made in Japan..."

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Vignettes

BY GUS V. VIGNOLLE

FINE JOB IN RENO BY HARRAH,
BUT DIFFERENT DEAL NEXT YEAR

Continued from Page 1

and an off-duty cop gave Sims the Gestapo treatment . . ."

STEVE DA COSTA sent me the column from NY with this note: "Gus, Investigate?" He did not know, of course, that already in the last issue of MOTORACING was that long 2-col. editorial on the subject. Thanks anyway, Steve.

After those races, the Cal Club, in its poopsheet, had this gem:

"REPEAT---In view of the recent publicity as a result of photographers (sic) attitudes at Santa Barbara, the California Sports Car Club would like to take this opportunity to re-state its views on photographing races and racing accidents.

"In the case of ANY accident, spin-out, collision, etc., it is unreasonable to assume that a photographer should not be allowed to capture the moment. This includes the WHOLE of the accident itself. However, after the auto has come to rest, continued picture taking is only a sign of extremely poor taste and smacks of sensational journalism."

This, in effect, was a direct blast at the LOS ANGELES TIMES and HERALD-EXAMINER, whose support the Cal Club needs. Both of those Snapper-Wrappers ran photos of the RUSSELL MARTIN death car "after...it had come to rest..."

NBC LEGAL REPS CONTINUE TALKS

ADD NBC: The phone just rang, and a conversation ensued with RICHARD GRAHAM of NBC's Legal Dept. in Hollywood. He said he's still continuing talks with NBC's East Coast Legal representatives on the matter. Graham pointed out that an NBC News photog was manhandled while taking pictures during a racial flareup in the south. NBC sued and won. He pointed out, however, that in this case the cameraman was not roughed up.

The feeling is that dicing and nerfing involving DR. RICHARD SCHOENEN and INGVAR LINDQVIST in local races is getting out of hand. The former drives a Lotus-Fiat, the latter a SAAB Spl. Let's cut out this abacadabra before something serious happens.

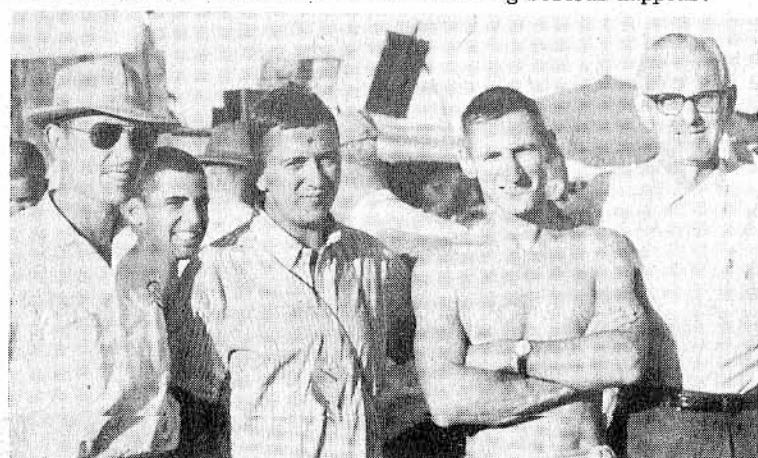


Photo by Sam Yeskka

BILL HARRAH, right, who underwrote the Reno races last weekend, and part of his crew, after successful 2nd annual event---(from left) Bill Rudd, ace mechanic formerly of So. Calif.; Earl Callicutt, race announcer and who is manager of Modern Classic Motors, and Ken Miles, who drove Harrah's winning Ferrari Berlinetta.

ET CETERA---BUDD BLUME, ace race scrivener for the CHICAGO SUN-TIMES, sends along some sidebars on the recent Road America 500 at Elkhart, to wit: "AUGIE PABST was driving BRIGGS CUNNINGHAM'S Tipo 151 Maser coupe. He obviously was NOT on his best form. Nor was he on form Saturday, when he wallowed all over the course in an ancient Stanguellini. Pity, but I think the lad has either had it, or he's got a long way to go before he can tiger with the big boys, of which he was one not so long ago. He looks fair---thinner---and has a small limp. But methinks---as do other rail-birds, that strength hasn't come to a damaged wing (Ed. Note---Augie was seriously injured in practice at Daytona about a year ago). I wonder if we'll see him on the Cunningham team come '63? PENSKE was on hand to co-drive the Maser 64 with Briggs. Briggs shed a wheel, and Rog was last seen heading out into the boondocks carrying a small toolbag and rolling a new wheel. Bearing went. In the Cooper-Maser (car #3) someone seems to have left a plug out of the rear end lube hole---and the pressurized juice just plain departed. Not impossible---as the Cunningham mechanics (not MOMO) kinda dig the femme scenery at RA, and maybe got distracted. Coupla fly cats in the gang, as the saying used to go. But Briggs-O bombed out good. Three times. ALAN CONNELL was here. Ran few laps of practice, then engine froze. Took pan down. Fulla brass, from Lord knows where---there isn't much of that metal in a Coventry C. mill. Put it back together, but it still didn't run well, then froze once more. He had a helluva chance to take the Big 'Un.'"...Many tnx to Budd and MRS. B. for her appraisal of MOTORACING. My, but those Chicago dolls are INTELLIGENT!

ALMOST IN THE BAG FOR GRAHAM HILL

Can't seem to recall who I picked to win the world's driving championship early last summer; will check the files and let you know next issue. Meanwhile, some of the wire services were off their trolley in reporting GRAHAM HILL had bagged the crown after the Italian GP. Although third with 21 points, JIM CLARK is the only one who can overtake Hill, but it's almost impossible. He'd have to win the two remaining Grands Prix (US & So. Africa). That would give him a total of 39 points. Hill would have to do worse than 4th in either. One 4th would give him three points, also for a total of 39. But Clark would earn the title because the FIA rules state in case of a tie the nod goes to the driver having the most first places. Hill has won Holland, Germany and Italy. Clark has won Belgium and Great Britain. If---and the odds are 100-1 against him---he wins US and So. Africa, that would give him 4-3 in 1sts for the championship. BRUCE MC LAREN is currently 2nd with 22, yet, strangely,

Continued on page 7

SKID WHEELER by PUCKER



CIVIC OFFICIALS, business leaders and press gathered at a lavish Palm Springs party kicking off the Intl. GP of Palm Springs for FI cars Nov. 18 at 2.2mi. Thermal Airport course. Here, a bevy of beauties from the desert community and PS Postmaster Culver Parker surround Merrill (Mickey) Lowell, promoter of the race, seated in a Bob Challman Lotus FJ racer. Amateur sports car races will be held Nov. 17.

USSCC Point Standings

U.S. SPORTS CAR CLUB (LA CHAPTER)
POINT STANDINGS
(Las Vegas; July Pomona; Aug. Pomona)

WOMEN G & under --- Liz Kacy, 230; Barbara Nieland, 155; Clara Ross, 140; Norah Taylor, 80.

F & OVER --- Alice Warren, 260; Judie Lowe, 240; Paula Murphy, 195; Diana Kirby, 120; Joanne Betts, 80; Barbara Nieland, 80; Norah Taylor, 65; Ali Larson, 30; Mary Jenkins, 20; Joan Primeau, 20.

FORMULA (Formula Jrs.) --- Bruce Eglinton, 285; Dick Boyle, 170; Kurt Neuman, 165; Bud Smith, 110; Van Haefs, 80; Chuck Gounis, 55; Lothar Motschenbacher, 20; Charles Richards, 20; Raynaldo Herrera, 10; Russell Martin, 10, Formula III --- Bill Parmelee, 150; Don Miller, 130; Nick Rohrman, 40.

PROD A --- Joe Freitas, 230; Dave MacDonald, 110; Ken Miles, 110; Norm Burger, 30; Scott Briley, 40; Bob Dickson, 30.

PROD B --- Don Meline, 320; Doug Hooper, 240; Nick Walker, 200; Ron Bennett, 160; Dave Stanley, 40; Chuck Brassell, 40; Art Saylor, 20.

PROD C --- Jay Hills, 330; Terry Hall, 180; Al Eurenky, 130; Bob Kirby, 120; Lew Spencer, 30; Eric Settergren, 20.

PROD D --- Ron Bucknum, 200; Steffan Rzenowicki, 155; Rick Muther, 140; Elgin Holmes, 130; Frank Tracy, 110; Jim Greaves, 80; Jim Duncan, 80; Jack Breskovich, 60; Roger Bursch, 40; Bob Harris, 40; John Phillip, 40; William Nickel, 40; Bob Miller, 30; James Laschiver, 10; Dan Blocker, 10; Hamilton Kelly, 10; Dick Bell, 5.

PROD E --- Carl Swanson, 230; Charlie Gates, 150; Gill Ranney, 120; Danny Stephens, 100; Pete Kunkle, 100; Ken Gardner, 80; Bill Larson, 70; Jack Brabban, 60; Robert Williams, 40; Norman Evans, 40; Ed Spratt, 30; Pete Mergens, 30; Dick Treloar, 10; Phil Massarella, 5.

PROD F. --- Ken Miles, 330; John Lumkin, 160; Jerry Titus, 150; Stan Anthony, 100; Ted Block, 100; Cal Margulies, 80; Dewey Christopherson, 60; Dick Levinson, 50; Sam Taylor, 40; Pat Corcoran, 40; John Register, 40; Jack Walters, 30; Ray Pickering, 30; Fred Plotkin, 20.

PROD G --- Frank Smith, 330; Serge May,

Continued on page 7

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WORLD ROAD RACING DRIVERS' CHAMPIONSHIP

Driver, Car & Country	(Totals Include 5 Best Results)							Total
	1	2	3	4	5	6	7	
1. Graham Hill, BRM, GR. Br.	9	1	6	0	3	9	9	36
2. Bruce McLaren, Cooper, New Zeal.	0	9	0	3	4	2	4	22
3. Jim Clark, Lotus, Gr. Br.	0	0	9	0	9	3	0	21
4. John Surtees, Lola, Gr. Br.	0	3	2	2	6	6	0	19
5. Phil Hill, Ferrari, USA	4	6	4	0	0	0	0	14
6. Dan Gurney, Porsche, USA	0	0	0	9	0	4	0	13
7. Richie Ginther, BRM, USA	0	0	0	4	0	0	6	10
8. Tony Maggs, Cooper, So. Africa	2	0	0	6	1	0	0	9
9. Trevor Taylor, Lotus, Gr. Br.	6	0	0	0	0	0	0	6
10. Giancarlo Baghetti, Ferrari, Italy	3	0	0	0	0	0	2	5
11. Lorenzo Bandini, Ferrari, Italy	0	4	0	0	0	0	0	4
12. Ricardo Rodriguez, Ferrari, Mexico	0	0	3	0	0	1	0	4
13. Jack Brabham, Lotus, Australia	0	0	1	0	2	0	0	3
12. Willy Mairesse, Ferrari, Belgium	0	0	0	0	0	0	3	3
12. Joakim Bonnier, Porsche, Sweden	0	2	0	0	0	0	1	3
13. Carel G. de Beaufort, Holland, Por.	1	0	0	1	0	0	0	2

Key: Race 1, Grand Prix of Holland; 2, Monaco; 3, Belgium; 4, France; 5, Great Britain; 6, Germany; 7, Italy. Points: 1st, 9 points; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1. Next world championship race: Grand Prix of U.S., 7 Oct. (Watkins Glen).

- ★ MG---New & Used
- ★ HEALEY---New & Used
- ★ SPRITE---New & Used
- ★ TRIUMPH---New & Used
- ★ SUNBEAM---New & Used
- ★ JAGUAR---New & Used
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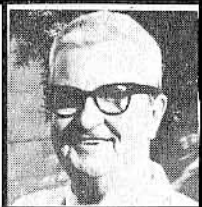
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WRITE ANGLES

By FRANK MASON

Automobile History is Serial Story



The amazing history of the automobile is the most stupendous story ever attempted. And it's a serial still being written; every two weeks you get a fresh and fascinating installment, in MOTO-RACING.

In the thousands of years of recorded history nothing anywhere near approaching the automobile has had such a revolutionary effect on daily living. Whole libraries of books and periodicals, miles of film, millions of pictures and hundreds of museums depict the incredible impact cars have made, and are still making, on this changing world.

Collections here and abroad prove universal interest. The vast Ford Museum at Detroit and BILL HARRAH'S enormous assemblage at Reno are among those attracting constant throngs of spectators. Locally we have LINDLEY BOTHWELL'S collection at Woodland Hills and until recently JACK NETHERCUTT'S large stable of perfectly-restored classics in Los Angeles.

BEST IN SHOW

Nethercutt's cars were Concours d'Elegance specimens. At Pebble Beach in 1960 he had five superb models displayed on the velvet lawn at Del Monte Lodge. Cars like his du Pont town car, Duesenberg double-cowl phaeton and others usually took Best in Show.

They also were taking up too much of Nethercutt's time and attention, so during the past two years he has been gradually liquidating his accumulation. But fine cars and Jack Nethercutt are inseparable - he is president of the So. Calif. section of the Classic Car Club of America - so it surprises no one to hear that he is contemplating a new collection.

But this one will be different. Up to now, he has specialized in American classics; hunted for and found excellent examples and restored them to immaculate perfection. The new collection will be more international in including European along with domestic cars.

But it will be a small and very select group. It is Nethercutt's aim to gather a limited number (present plans contemplate just 16) of outstanding marques which will depict certain episodes in the advance of automobile engineering and design during the past sixty years. The new assortment is intended to portray and exhibit a cross-section of the history of the motor car, and to do it in a more graphic manner than is possible in type and pictures.

Literally hundreds of cars have legitimate claims to inclusion in such a collection and have indeed made notable contributions to the art of functional and artistic automobile design. Harrah shows more than six hundred at Reno --- no two alike. But by astute and drastic elimination Nethercutt hopes to distill this flood of claimants, and present just the highlights.

Car clubs and collectors usually have limited horizons, concentrating on one era --- veteran, vintage, classic, modern, and so on. This plan of Nethercutt's embraces all stages, American and foreign, in the development of self-propelled vehicles.

In other or less competent hands this project wouldn't rate a whole column like this, but Jack Nethercutt has proved his ability and his dedication, and has established a reputation for insistence on perfection; so this plan will be watched with interest, and looked forward to with keen anticipation.

What interests me particularly is that out of the available and insistent hundreds eligible for this restricted collection, there is to be an MG --- a TC of course.



NEW CORVETTES--In the most dramatic change since Chevrolet introduced the first Corvette in 1953, America's sports car takes on an exciting new personality for 1963. Two models---the Corvette Sting Ray Convertible (below) and the Corvette Sting Ray Sport Coupe (above) are vigorous, functional and aerodynamically clean. The convertible is offered with folding top, removable hardtop, or both.

Three Shelby Cobras Race At Puerto Rico

SAN JUAN, Puerto Rico, Sept. 27 ---Three of Carroll Shelby's new AC Cobras have been entered in the Grand Prix de Puerto Rico.

Nominated to drive the Cobras are Billy Krause, top West Coast Birdcage Maserati driver, and Ed Hugus of Pittsburgh, Pa.

The Grand Prix de Puerto Rico is scheduled Nov. 3-11 on the Antilles Racing Circuit in Caguas, near San Juan. Races held Nov. 3, 4 and 9 will be run under SCCA sanction. Events on Nov. 10 and 11 are listed on the Intl. calendar of the FIA.



THE NEW Studebaker Avanti, the forerunner of a new direction in automotive design, is one of the most talked-about 1963 cars. The four-passenger Avanti brings numerous "firsts" in performance, safety and styling. Features include high-performance Jet Thrust engine (supercharger optional), caliper disc brakes, built-in roll bar, positive locking doors and complete safety padding.

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Grand Prix de Puerto Rico

Antilles Auto Racing Circuit, Caguas, Puerto Rico

November 3-November 11, 1962

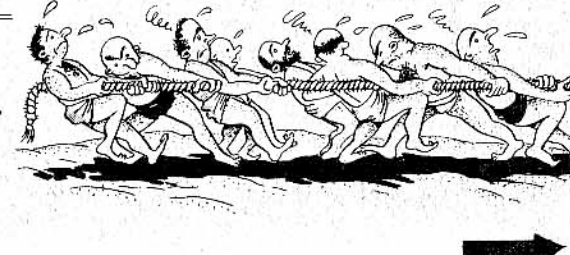
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Listed on the "International Sporting Calendar" of the F.I.A. through A.C.C.U.S. (International Permit # 16-62) and sanctioned by the S.C.C.A. (Event Sanction # 62-1-6). Requests for Race Regulations, Entry forms, travel and tourist information may be directed to the Race Secretary, 40 North Greenbush Road, West Nyack, New York.

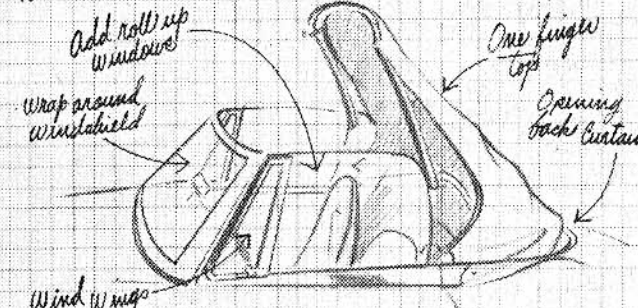


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SHORT TAKES



By FLAVIO ST. GERMAIN

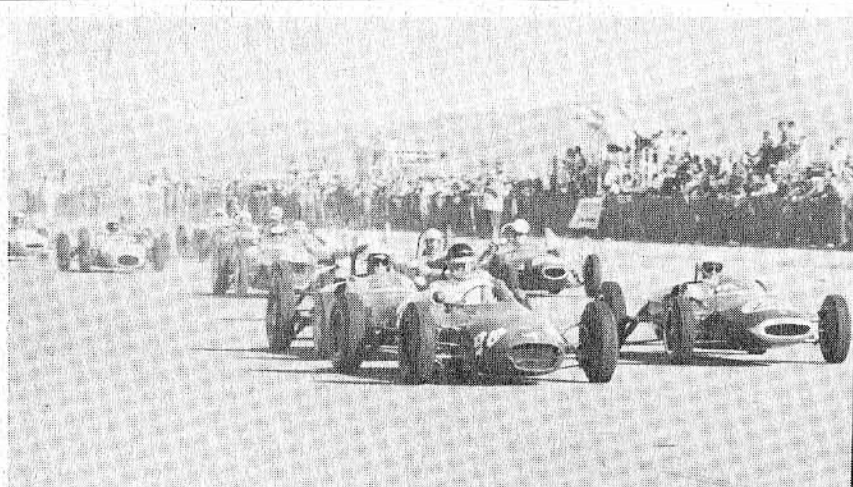
ELEANOR VON NEUMANN, now completely out of racing, soon will put a Ferrari and trailer on the block---the whole lot to go for \$15,000...JOE PLAYAN, one of the nicer guys in racing and for many years a Porsche pilot, plans to enter the scene soon. Joe recently added a complete auto repair shop to his brake and wheel alignment service on Washington Pl., near the Mar Vista-Culver City boundary...Due last week for CHARLES GOUNIS was a Form. Jr. Elva...MIKE HAM-ILTON, who used to do the publicity for the old LA SCCA that was scuttled by D. D. MICHELMORE and TRACY BIRD (plus the Westport Pharaohs), is developing a thriving pubrel business in Palm Springs and is doing a terrific job for the fabulous Palm Springs Biltmore Hotel on Palm Canyon Dr....

They're all talking about the 1963 Corvette's, and FRANK MILNE reports there are 61 orders for the machine at HARRY MANN Chevrolet. The past year was a top Corvette one for this firm, whose sales, Milne says, were five times those of any other Corvette dealer in So. Calif. Bulk of Corvettes to dealers are based on sales, so they're cheerful on S. Crenshaw, where they had the showing of the car last week. The TIMES GP tech inspection again will be held at Harry Mann's, and you can look forward to eye-balling some experimental cars from Detroit, the latest GM sizzlers, including a Corvair Coupe Spyder...

Also putting on a 1963 Chevy Show last week, with the emphasis again on the Corvette, was DON STEVES Chevrolet in La Habra, most active in the big production car races through the exploits of DAVE MACDONALD. Another Steves driver was DANGURNEY, who drove that disqualified Chevy in the Riverside stocker.

EX-pilot HARRY JONES is managing a Standard station on Foothill Blvd. in La Canada... DICK MC ENTYRE, according to reports, has accepted the post as "impartial 7th man" on the temporary committee of the two merging local clubs. Dick was active on the local race scene some years ago when the oil firm he works for provided free fuel for the racers (but no more)... BILL SCOTT was seriously injured while riding a motorcycle in Woodland Hills several weeks ago, and LINDA (who used to be a goer in races) is trying to keep

Continued on page 7



MORE RENO ACTION---Left is start of the Form. Jr. race, with Ed Leslie (front left) getting out in front in his Gemini. He won 30min. race at average speed of 71.8mph.

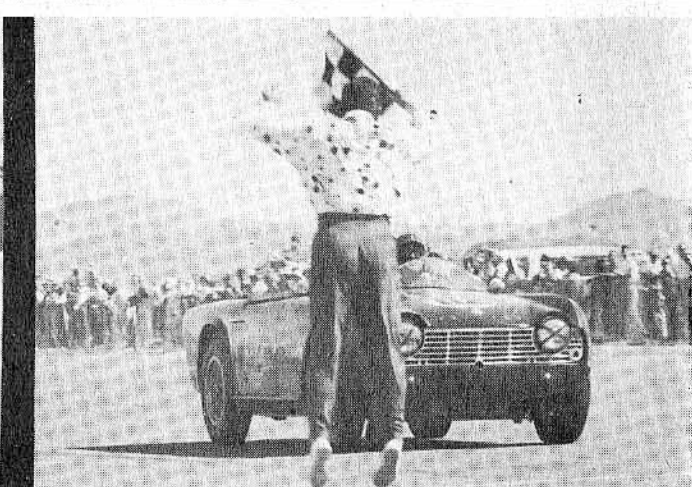


Photo by John Adreim

At right, Bob Cole, popular Palo Alto pilot, wins the E-F production car race in a Triumph TR4. He edged out another TR driver, Charlie Gates.

KRAUSE, MILES WINNERS

Continued from page 1

leading Miles by a couple of seconds with five laps to go.

Following Krause and Wester in the modified go were: 3. Don Hulette, Porsche RS61; 4. George Grinzewitsch, Cooper Monaco; 5. Bill Sherwood, Corvette-Ferrari. There were seven DNFs in the 20-car field.

Class winners were: C, Sherwood; D, Krause; E, Wester; F, Clyde Freeman, Porsche RS; G, Dave Kyte, BMC Genie.

Wester was the strong early leader, but by the 4th tour, MacDonald was booming out in front in the powerful Corvette Spl. which Max Balchowsky had built for a Honolulu client (the car was sent to the Mainland for MacDonald to drive in the LA Times GP at Riverside Oct. 14). Then on the 7th it was Krause in front, followed by Mac Donald, Wester, Hulette, etc.

Krause kept widening the gap, and after the next lap, MacDonald was out. It was the rear-end housing and rear suspension. Dave said later the trouble started on lap 3 and kept worsening.

And exactly eight laps, too, was how long MacDonald lasted in the big production car race. For more than half the race he led Miles, who was followed by Frank Morrill, E-Jag; Paul Reinhart, Corvette; Bart Martin, Corvette; Red Faris, Corvette; Ronnie Bucknum, Healey 3000, and Lew Spencer, Morgan.

On the 5th lap, MacDonald had the fastest time through the traps 131.8mph to Miles' 127.

But after his 8th lap, the headlight assembly began dangling dangerously (it eventually fell out) and he was black-flagged. He could have re-entered, but he had lost his lead of a couple of seconds to Miles. There were about 10 minutes to go. Mechanically, there was nothing wrong with the Don Steves OO Corvette he was driving so flaw-

lessly. It was a tough break.

Miles averaged 78.6mph and won by over a minute from Morrill's Jag. Next came Reinhart, Martin, Spencer, Paul Lipkin, Corvette, and Bucknum. Class winners were: A, Miles; B, Reinhart; C, Spencer; D, Bucknum.

Bucknum, in the Chic Vandagriff Hollywood Sport Cars famous Healey, racked up class or overall win No. 22 out of 23 starts in 15 championship races.

Other overall winners included Ed Westbrook, Alfa Romeo; Bob Cole, Triumph TR4; Ron Grant, Manx motorcycle, and Ed Leslie, Gemini Form. Jr.

The crowd was about 8-9000, and the moola went to the Lions Club Charities.

SUNDAY SUMMARY COURSE---3.1MI.

EFGH Prod. (Novice drivers), 11 laps. 30:15.1m---1. Gerard Raney, Porsche (65.7 mph); 2. Ron Dale, Porsche N; 3. Denver Groff, Lotus 7A. E, Katherine Kohl, Triumph (10th oa); F, Raney; G, Groff; H, Buddy Gallagher, Sprite (12th oa). Fastest lap, Dale, 2:32.5m. Fastest trap, Allen Glazier, AH 100M, 94.9mph.

ABCD Prod., Mod., Form (Novice drivers) 12 laps. 31:34.6m---1. Ed McCarroll, Corvette Spl. (70.7mph); 2. Jim Davis, Chev. Spl.; 3. Robert Gengemi, Ferrari. Ap, Andrew Montes, Corvette (7th oa); Bp, Mickey Swezey, Corvette (13th oa); Cp, Leonard Gamage, Morgan SS (5th oa); Dp, Bob Darby, AH 3000 (9th oa); Cm, McCarroll; Dm, Gengemi; Fm, Roy Domke, Jr. Dominow Spl. (4th oa); Gm, Larry Amsden, Lotus Mk. 11 (8th oa); I FJ, Charles Richards, Lotus 20 (6th oa); III FJ, Charles Fyfe, Belchfire Spl. (11th oa). Fastest lap, Tom Leonard, Spl., 2:30. Fastest trap, John Coyle, Corvette, 119.8mph.

GH Prod., H Mod. 11 laps. 30:37.8m---1. Ed Westbrook, Alfa Romeo (65.1mph); 2. H.L. Bosecker, Jr., AH Sprite Mk. II; 3. Ted Herman, Lotus 7A. Gp, Westbrook; Hp, V.S. Hudson, AH Sprite (7th oa); Hm, Wes

Continued on page 7

Pedro Rodriguez Pilots Ferrari to Bridgehampton Victory

By LISA HENRI
Special to MOTORACING

BRIDGEHAMPTON, L.I., N.Y., Sept. 16 --- Pedro Rodriguez, of Mexico City, journeyed to the far end of Long Island today to go round the sandy 2.85mi. circuit called Bridgehampton at a cool 88.68mph. average, winning the feature event of the Double 400 and a pocketful of bread worth \$1750.

In the North American Racing Team's immaculately groomed and tuned 4-liters LeMans-winning Ferrari, Pedro set a new track record of 93.61mph during practice yesterday, when he clocked a 1:49.6 lap, breaking the old record of 90.04mph set this past June by Dr. Dick Thompson in a Cooper-Maserati. In today's 400km. (248.5mi.) race Pedro still had the fastest lap at 1:50.2.

Pedro led the field of 20 entries from start to finish, and still managed a minute and a half in the pits while Luigi Chinetti's well-practiced team added fuel and switched the rear tires. Although the lead never changed, second place was never the same.

Alan Connell chased Pedro for 16 laps until the transmission in his 2.5 Cooper Monaco signaled a permanent pit stop. There was a mad scramble between Augie Pabst and Bob Holbert

for Alan's vacated spot, with Augie winning out in his Briggs Cunningham-entered 4-liter Maserati, and Holbert settling for 3rd in his Porsche RS62. But not for long! Four laps later and Holbert was in the pits to stay, sans 2nd gear! But the Stuttgart marque stayed out in front as Herb Swan moved up in his RS61, followed nose-to-tail-pipe by the RS61 of Millard Ripley and Charlie Kurtz.

Not far behind, a cleverly choreographed game of leap-frog was taking place between the 3-liter Ferrari Berlinettas of Bob Grossman and Ed Hugus. Walt Hangsen, in the Jaguar XKE/GT was being plagued by some insistent Corvettes, driven by Frank Dominianni, Don Yenke and Dick Thompson.

Things seemed to settle down somewhat for a while, with the exception of the finely-sifted sand clouds billowing up every now and then from Millstone Turn, a steeply-descending right-hander at the end of the s/f straight, a neat little hairpin named Dune Loop and Arents Corner, the till-the-last-moment blind bend that leads into the 3100 ft. main straight.

As usual, the only female competitor in this SCCA/FIA event was Denise McCluggage. Guiding a light little one liter Osca for NART., she zoomed into the 23

Continued on page 6

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Rally... Round

By ISABEL HAAS

Palomar RALLY OF THE STARS

Navigational

POS.	DRIVER	NAVIGATOR	CLUB	ERROR
1	Rod Stoik	Gene Martin	RAL	.82
2	Ted Sparks	Dottie Sparks	PSCC	1.15
3	Bill Chester	Eliz. Chester	RM	1.18
4	Earl Towne	Russ Towne	-	2.10
5	Dick Coulter	Larry Harris	T-A	2.37
6	Bob Cook	Dot Cook	RAL	2.45
7	Bob Piercy	Jim Kingham	CAR	2.52
8	Bob Craik	Jeff Sadler	RAL	2.62
9	Jack Gallant	Gary Cariveau	SDMG	2.66
10	Jeanne Sandoval	Helen Johns	RM	2.70
11	Frank Fraine	Peter Aperio	LJSCC	2.74
12	Bill Burklin	Mary Burklin	LMSCC	2.80
13	Jack Rabell	Bill Hamilton	SDSCC	2.94
14	Paul Rendahl	Virginia Rendahl	CAR	3.13
15	Bill Francisco	Judy Francisco	-	3.37

SOP

1	Wanda Beck	Lou Beck	Rhomb.	3.91
2	Olivia McLenachen	Dave McLenachen	Rohr	4.13
3	Lyn Rountree	Jerry Foote	LSCC	4.43
4	John Buchner	Mark Crowl	SGFCCA	4.87
5	Karl Flenn	Mitzi Flenn	AROSC	5.01
6	Beck	Hillbrath	Astro	5.35
7	Chuck Westlake	Pat Westlake	SDMG	5.36
8	Bob Hayes	Sarah Hayes	-	5.48
9	David LeBoutillier	Cynthia Schroeck	LSCC	5.48
10	J. Tataronis	B. Tataronis	SDMG	5.76

TROC September Syllogism

Gimmick League Championship

1	Ralph Quam	Tom Lawton	LSCC	2970
2	Elmer Callen	Peggy Callen	-	2845
3	F. J. Hayes	Frank McGonigle	VCSOC	2740
4	George Leaird	Jim Higgins	SCARE	2665
5	Russ Potter	D. Kessinger	LBSCCA	2660
6	Larry Rhoades	Sally Rhoades	SoCal MG	2655
7	Al Nineberg	Lee Graber	SCARE	2585
8	Jim Eddy	Bill Barmore	SoCal MG	2500
9	Josh Kahn	Chuck Muchnick	SCARE	2465
10	Mike Grobstein	Berrie Selman	SCARE	2380

Trophies for first six places; plaques for seven through ten. Perfect score: 3000

There are no changes in the SCCSCC point standings this month. Palomar's Rally of the Stars will not be counted as a championship. There were some unfortunate mistakes that were not caught by the rally check out crew, so KEN KELLING and the club declared it "no contest" and scored it on the legs that they didn't throw out. Trophies were presented on Sunday night after the rally. There were 169 cars. Ken said about 60 were from the Los Angeles area.

Two dates for 1963 championships have been selected. Rally Masters Mark V will be Jan. 26. Current plans are for a day-

night rally, and the day is Saturday. In March, SCARE will present Computation II, probably on the 24th. No one has offered to put on one in February. The rest of the calendar will be set at the January SCCSCC meeting. The Gimmick Leaguers will have only one more rally this year. Valley College SCC's Mis-huganah III is scheduled for Oct. 6. The place, Hody's at Ventura and Sepulveda; the time, 7:30.

Add Notes --- CLYDE TRAVIS of Lockheed SCC has been moved to John Wesley Hospital, 2826 So. Hope St., Los Angeles. How about dropping him a note to cheer him up?



Slalom Column

By DENNIS McCOSH

The British Automobile Manufacturers Assn. (BAMA), with the help of the Calif. Sports Car Club, hosted approximately 500 drivers in cars of British manufacture for the first West Coast British Inter-Marque trophy day, a five-event field day at the LA County Fairgrounds in Pomona. The five separate events were sponsored by individual one-marque clubs and were, in general, pretty successfully run.

A Concours d'Elegance was put on by the Long Beach MG Club and stressed a clean and neat appearance and careful upkeep of the car. A funkhana by the Triumph Owners Club was the only event requiring a navigator making teamwork and smoothness the important factors here. The Sunbeam Owners Club sponsored a gymkhana which was short and pleasant, with no memory problems in its three simple and separate patterns. Judgment of distance was the most important quality required in this event. The Austin-Healey Owners Club ran a simple acceleration and braking test which determined who had the best tuned car, proper options, or most modifications, and the best brakes. A slalom, put on by the MG Owners of So. Calif. was by far the most popular event and emphasized driving skill, timing, and co-ordination.

The five events were well run and provided good competition for their particular phase of the sport. Some faults did show up, however. The waiting line for the acceleration and braking test required the engine to be idling for a long time or pushing the car a number of times; the funkhana had an excessive wait to start; the gymkhana had the largest penalty for the easiest-to-make mistake; and the slalom had an excessive wait to start and the last portion was much too tight. The excessive waiting could have been alleviated somewhat by some advance thought about how to handle the number of cars expected.

The overall event was not so well run. BAMA claimed to be expecting 1000 cars and were not prepared to handle the 500 which did come. Some got their money back and went home when they were told they would have to wait until 5 p.m. or later to run some events while the gymkhana never did have a waiting line. The overall scoring based on the best three events for each entrant is hardly a valid rating when two events require driver skill, one navigator-driver teamwork, one car performance, and one car appearance.

Also, it's hardly fair to limit the event to British made cars for advertising reasons and then charge a registration fee in addition to a fee for each event.

*** Recently, the Garden Grove Motorsports Club scheduled a slalom in Anaheim and made it a public event by means of having the details appear in the local newspapers' sports car calendars. Approximately 10 cars from Pacific Sports Car Club of

Continued on page 7

N.Y. RACES

Continued from page 5

rd lap and took the joy out of the day for Allen Eager, her co-pilot, as she sailed down that 1st bend and flipped the Osca up into the air and down on its wheels. The accident was so thickly veiled by dust that watching it was like looking through an Ingemar Bergman lens. Effective, but not very clear!

I talked to Denise 10 minutes later as she reclined in the ambulance, coated with sand and sucking an ice cube, which she was trying to trade in on some face washing water. "I went through a little bit too quick," she said "Haven't been racing much lately." There were no apparently immediate injuries, and we can't confirm or deny that she was digging the sounds in the Avanti jazz tent after the race. However, Chris Economaki, erstwhile press director, reported that course physician Asher Chapman had persuaded her to go 24 hours in a nearby hospital for routine observation.

Meanwhile, back in the race, Pedro had lapped all but the 2nd place car, and the Corvettes were about to feel a bit of ill wind. Dominianni overheated before the race was half over and soon had the pit-side company of Don Yenke, who did a few impromptu spins when his wheel came off as a result of a broken spindle.

With the spectators' (official estimate 10,200) attention focused elsewhere, there came another abrupt change up front when Augie Pabst "broke his engine" and went out of the race, all for the want of a piston.

A few laps later, with Swan automatically in second spot, Hugus pulled into the pits, and jumped out of the coupe barely in time to avoid being sat upon by co-pilot Charlie Hayes, who roared back into the race like there was no tomorrow. Grossman at this point was a lap and a half ahead, leading the GT field, and 'der race was almost won.'

With the exception of Rodriguez who was cooling it with a two-lap lead, the fight was getting hairier. Swan had been nudged out of second by the W. Nyack Ferrari dealer, and obviously wanted back in. Hayes had the double chore of catching up to Grossman, and keeping ahead of Ripley/Kurtz, who wanted Swan's spot.

All in all a most interesting bit of musical chairs, er...cars! Then with only three laps to be completed, the Porsche pit crew was treated to the startling sight of a driverless Porsche, cresting the hill of the start-finish straight. Swan, no longer in the driver's seat, was behind the car, pushing with all his perspiring might. Evidently the combination of not enough wheateles for breakfast and gearbox trouble was too much, for the big push ended yards short of the finish line, as the checker came down on Rodriguez, Grossman, Hayes/Hugus and Ripley/Kurtz.

Swan apparently had ring and pinion trouble, with an advance diagnosis by his Willard Battery mechanic Frank Porath of a broken axle boot. Included in the eight DNFers was Doug Thiem, whose Berlinetta completed only six laps before the universal joint quit universing.

Prize money went to all three

Continued on page 7

CANADIAN GP

Continued from page 1

Friday due to a blown engine, roared up the side of the other cars. He received a one-minute penalty for having all four wheels off the course, but as he said, he would rather have a penalty and be at the top of the line than be bunched with the pack.

Leading on lap 1 was the Montreal-built special, the Dailu, driven by John Cannon, who handled the heavy car very well on the wet track. However, by lap 2 Gregory was leading, and by lap 5 Dan Gurney (Lotus 19) was in second. By lap 9 third place was held by Roger Penske (Cooper Monaco) and 4th by John Cannon, who was shortly passed by Jack Brabham (Lotus 23).

Pedro Rodriguez (Ferrari 4.1) began to pour on the gas, and pulled ahead of Brabham. Penske went out with a broken ring land, and the three leaders continued to be Gregory, Gurney and Cannon till the Dailu had to go in for repairs to a cracked fan belt pulley on lap 36.

Gurney was next to go out when a spark plug lead shorted and then burnt out. Seven minutes later, Gurney was back to shatter the previous lap record held by Moss at 1 min. 34.2. Gurney brought it to a new low with a scorching 1 min. 31.5, an average speed of 95.47 mph.

On lap 49, Rodriguez pulled in for gas and had his tires changed, all in 1 min. 15 secs., and dropped to 5th place behind Francis Bradley (Lotus 19), Brabham, and Ludwig Heimrath (Porsche RS60). Six laps later, Rodriguez moved into 4th, and next lap into 3rd. He really pulled out the stops, tipping the speed trap twice at 150mph, with other cars touching 146 or under.

Bradley continued to drive very steadily in 2nd and not till lap 92 was he passed by Rodriguez. Penske had moved to 6th, when he had to retire finally, and Jim Hall (Chaparral) was a victim of two pairs of broken goggles, and a shunt with Al Pease's Lotus 23.

Jo Bonnier, in the new flat 8 Porsche 2 liters, was not in contention during the race, his best position being 6th. Towards the end of the race, Heimrath began to catch up on Brabham, and for a while it looked as if the Toronto driver would capture 1st in class, but Brabham held him off.

When the flag fell, Gregory had completed all 100 laps, Rodriguez and Bradley had done 99. So despite Gregory's minute penalty, he was the clear winner, driving the same Lotus 19 which he had driven to win the Player's

Continued on page 7

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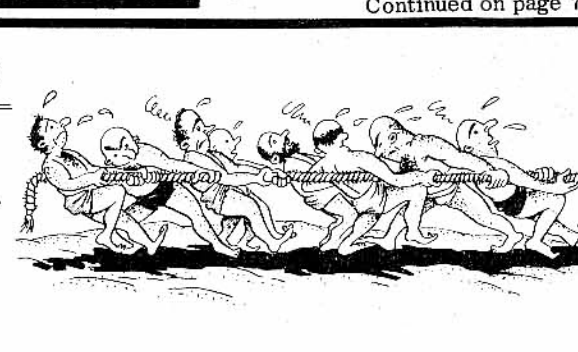
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PERSONALS

Augie, dear: Expect to move into a modest suite at Women's State Prison, Tehachapi, Calif. Please contact me there. — J.M.

N.Y. RACE

Continued from page 6

classes, GT, Sports Over-2-Liter, and Sports Under-2-Liter. Manufacturers' championship points, of course, went only to GT. Consequently, Grossman's class win gave another nine points to Ferrari, which now has approximately 60. Jaguar, with a current total of about 20, wasn't helped much by Hangsen's 3rd in class.

The first half of the Double 400, sponsored by the NY Mirror for the charitable benefit of its Welfare Fund, was run yesterday for GT cars only, with the entry field divided into two classes of over and under 1000cc. Holbert, in a Porsche Carrera Abarth, took the winner's prize

Continued from page 3

210; Stan Schaeffer, 100; Bill Young, 90; Tom Tobin, 80; Steve Tate, 60; John English, 60; Dick Bame, 40; Dr. E.L. Doyle, 20; Phil Gruber, 10; George Cheyne, 5; Vince Martelli, 5.

MOD H --- L.D. Nelson, 195; Elton McElowney, 180; Pete Cordts, 140; John Bird, 100; Earl Powers, 80; Max Norres, 50; George Cheyne, 50; Tom Lynch, 40; Thomas Moroney, 30; Cliff Gillan, 10; Robert Green, 10.

MOD C --- Bill Boldt, 255; Jerry McGee, 170; Bob Bondurant, 140; Don Hulette, 135; Ted Peterson, 80; Jim Chaffee, 80; Dave MacDonald, 50; Andre Gessner, 40; AK Miller, 30.

MOD D --- Bill Krause, 275; Jack Nethercutt, 40.

MOD F --- Jack McAfee, 190; Ken Miles, 150; Clyde Freeman, 90; Jay Hills, 80.

MOD G --- Art Snyder, 260; John Timanus, 215; Walker Edmiston, 140; Don Maslin, 140; Jim Chaffee, 135; David Kyte, 80; Gary Beitel, 60.

MOD H --- Lee Basich, 120; Paul Grubel, 120; I. Lindqvist, 100; William Seiler, 100; Rich Erickson, 50; Don Runyon, 50.

POINT STANDING FOR ANNUAL CASH AWARDS

Over 2 Liter Classes --- 1. Bill Krause, 275; 2. Bill Boldt, 255; 3. Jerry McGee, 170; 4. Bob Bondurant, 140.

Under 2 Liter Classes --- 1. Art Snyder, 260; 2. John Timanus, 215; 3. Jack McAfee, 190; 4. Ken Miles, 150.

PRODUCTION

Classes A,B,C, & D --- 1. Jay Hills, 330; 2. Don Meline, 320; 3. Doug Hooper, 240; 4. Joe Freitas, 230.

Classes E,F,G, & H --- 1. Ken Miles, 330; 1. Frank Smith, 330; 3. Carl Swanson, 230; 4. Serge May, 210.

Formula JR. --- 1. Bruce Eglington, 285; 2. Dick Boyle, 170; 3. Kurt Neuman, 165; 4. Bud Smith, 110.

NOTE --- Attention, USSCC: Unless names of cars are listed, MOTORACING will not publish these standings in the future.

of \$1000, averaging 79.7mph, for a total race time of 3:01:16.8.

Saturday had its accident also, with Rod Harmon crashing his 848cc. Fiat-Abarth on the 39th lap. The car flipped three and a half times. Harmon suffered a broken nose, severe bruises and a possible concussion. The young Hyde Park, New York, driver usually runs the SCCA Nationals in an A-H Sprite.

Following Holbert for overall Saturday were: Bruce Jennings, Porsche Carrera; Bob Grossman, Fiat-Abarth, (1st-II); Hangsen, Fiat-Abarth, (2nd-II); Paul Richards, Alfa Romeo Zagato, (3rd-II); Charlie Kolb, A-R Zagato (4th II). After this top half dozen were: Fred Hoffman Porsche Carrera, H. Theodoropoulos-Alfa Romeo Zagato, George Fogg-A-R Zagato, Ed Huggs-Fiat Abarth, Ed Mottern, TVR, Bob Welsler-Fiat Abarth, Filippo Theodoli-Sunbeam Harrington, Sy Kaback-TV, Leonard Patterson-Fiat-Abarth, and Stefan Szwarc-Porsche Carrera. (I is displacement of 1000cc and under, II is over 1000cc. Holbert & Jennings were both class II).

TODAY'S RESULTS				
Pos.	Driver	Laps	Class	Winning
1.	Pedro Rodriguez - Ferr.	87	1-62	\$1750
2.	Bob Grossman - Ferr. Berl.	85	1-GT	1500
3.	Ed Huggs/Chas. Hayes-Berl.	84	2-GT	700
4.	M. Ripley/C. Kurtz-Porsche	84	1-U2	900
5.	David Schiff-Porsche	83	2-U2	475
6.	Walt Hangsen-Jag. XKE	82	3-GT	250
7.	Robert Brown-Corvette	82	4-GT	150
8.	A. Wylie/G. George-Berl.	81	5-GT	100
9.	Dick Thompson-Corvette	81	6-GT	50
10.	John Todd/Westler-Todd	78	2-62	375
	Warwick GT			
11.	Chuck Dietrich-Ferrari	72	7-GT	
12.	H. Theodoropoulos-Ferr.	72	8-GT	

SLALOM COLUMN

Continued from page 6

Hermosa Beach and four cars from "Scuderia Ventura" of Ventura plus 15 or 20 others from various other areas made the long drive to the Anaheim lot only to find a sign informing them that the event had been cancelled (no reason given) and inviting all to make the same trek to a vague future event. Sure we will---on a cold day on the sun.

One fellow said that the reason the club gave for cancellation was that they had been invited, as a club, to run another club's rally on that date. It is funny that a whole club could have so little sense of responsibility.

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VIGNETTES

Continued from page 3

is mathematically out of the shuffle because only the five best out of the nine races count. If McLaren won the last two races, his best five out of nine would total 35, one less than Hill now has.

What does Graham Hill stand to make from the title? Said TIME last week: "Counting his salary from BRM and a champion's share of driving exhibitions, lectures, articles, TV appearances and endorsements, he can count on an income revving to an estimated \$30,000 while he is on top---not quite the \$150,000 commanded by that other British ace, MOSS, before his near-fatal crash, but impressive enough for a onetime grease monkey."

BILL HARRAH WENT FIRST CABINOLA

BILL HARRAH certainly went 1st cabinola in the staging of the Reno races last weekend, but scores had a monumental beef against the Reno Lions Club. They were more offbase than on. You can bet your last peso that next year the SF SCCA will deal exclusively with Harrah, with a charity or charities designated to get the moola when the show is over.

It was good to catch BILL RUDD, top So. Calif. race mechanic a few years ago, who is now with Harrah, and EARL CALLICUTT, the announcer, who told me that the only reason there will be no TV of the Laguna Seca race Oct. 21 is because of the vastly-disliked and officious SCAMP organization. The TV in question, of course, would be outside the area so it would not cut into the take. On the other hand, Callicut said, the big Riverside race Oct. 14 will be televised in San Francisco, Sacramento and possibly other areas.

SCAMP still refuses to divulge to MOTORACING the cut that charity allegedly got from last year's race. These outfits that try to pull you through the gate with the charity angle and then refuse to say what charity got, if anything!!

Ho-hum Item: The Baja Calif. road race switched to Dec. 16... Now with the coming Western Edition of the NY Times you can catch BOB DALEY's European race reports. Good!

WANT TO KNOW MORE ABOUT LIAISON?

Nowadays, everybody and his brother from KIPLINGER on down is cranking out a newsletter of some kind. The latest is LIAISON, the Biweekly Newsletter of Love. How does this tidbit from a recent issue grab you?

A Frenchman comes to America, hears about the controversy over the movie LOLITA. "What's all the fuss about?" he asks. "LOLITA . . . it's a movie about an older man who seduces a 12-year-old," an American tells him. "A 12-year-old WHAT?" asks the Frenchman.

Drop me a note and I'll tell you how you can establish a liaison with LIAISON.

Reno Summary CANADIAN GP

Continued from page 5

Gustafson, Renault (9th oa). Fastest lap, Herman, 2:44.6. Fastest trap, Westbrook, 98.7mph.

EF Prod. 12 laps, 31:15m---1. Bob Cole, Triumph TR4 (71.4mph); 2. Charlie Gates, Triumph; 3. Walt Maas, Porsche N.E. Cole; F. Maas, Fastest lap, Maas, 2:30.7. Fastest trap, Gates, 106.8mph.

Grand Prix motorcycles, 12 laps, 30:45m---1. Ron Grant, Manx (72.5mph); 2. Harry Webster, Matchless; 3. John McLaughlin, Manx Norton, 500cc, Grant; 350cc, McLaughlin; 250cc, Norris Rancourt, Parilla (5th oa); 175cc, Dick Churchill, Ducati (18th oa); 125cc, Wesley Kirwan, Tohatsu (21st oa). Fastest lap, Grant, 2:30.2. Fastest trap, Buddy Parrott, Norton, 120.5mph.

CDEFG Mod. 18 laps, 40:25.8m---1. Bill Krause, Birdcage Maserati (81.9mph); 2. Don Wester, Porsche RSK; 3. Don Hulette, Porsche RS61; 4. George Grinzewitsch, Cooper Monaco; 5. Bill Sherwood, Corvette-Ferrari, C. Sherwood; D. Krause; E. Wester; F. Clyde Freeman, Porsche RS (7th oa); G. Dave Kyte, BMC Genie (8th oa). Fastest lap, Krause, 2:13.2. Fastest trap, Dave MacDonald, 144.9mph.

Formula, 13 laps, 31m---1. Ed Leslie, Gemini (71.8mph); 2. George Sabin, Lotus; 3. Ray Seher, Lotus, I. Leslie; II. Larry Yates, Cooper (5th oa); III. Vince Leger, Homebrew (11th oa). Fastest lap, Leslie, 2:20.4. Fastest trap, 111.7mph.

ABCD Prod. 13 laps, 30:45m---1. Ken Miles, Ferrari Berlinetta (78.6mph); 2. Frank Morrill, Jaguar XKE; 3. Paul Reinhart, Corvette, A. Miles; B. Reinhart; C. Lew Spencer, Morgan (5th oa); D. Ronnie Bucknum, AH Mk. II (7th oa). Fastest lap, Miles, 2:15.1. Fastest trap, Dave MacDonald, Corvette, 131.8mph.

Short Takes

Continued from page 5

his motorcycle shop going while he is hospitalized. . . . JUDY ALLEN has drinking glasses left by the Bachelor SCC at the old Grand Prix boozery. JOHN LUCAS or other club officers can reach her at OL 6-6286 . . .

Continued from page 6

200 in June. Bradley, driving last year's winning car, won the Peter Ryan Memorial Trophy and clinched the Canadian Championships for the Plyer's Trophy, with an expenses-paid trip to Europe thrown in.

Gregory, after a very good race on the wet-changing-to-dry course received the Pepsi-Cola Trophy and a loud ovation from the crowd.

Provisional results.

1. Masten Gregory, USA, Lotus 19 Elapsed time 2 hours 46 min. 28.3 secs., Class 2. 2. Pedro Rodriguez, Mexico, Ferrari 4.1, (2); 3. Francis Bradley, Canada, Lotus 19 (2); 4. Jack Brabham, Australia, Lotus 23 (1); 5. Ludwig Heimrath, Toronto, Porsche RS60 (1); 6. Joakim Bonnier, Sweden, Porsche RS62 (1); 7. Bob Holbert, USA, Porsche RS61 (1); 8. Bob Hurt, USA, Ferrari (2); 9. Bob Donner, USA, Porsche RS61 (1); 10. Chuck Dietrich, USA Elva Mk. VI (1).

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Then there was the girl who couldn't go swimming because she lost her locket. She carried her Bikini in it.

—Stephen Napierala

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